

Minutes of Bristow Helicopters Ltd (BHL) TDA assessment meeting held remotely via Skype at 1430 – 1600 on 22/07/2020

22/07/2020

<u>Present</u>	<u>Appointment</u>	<u>Representing</u>
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CAA Assessment Meeting Opening Statement

CAA acknowledged that due to commercial confidentiality, no documents were shared directly prior to the meeting however BHL talked through a presentation highlighting the use case for UAS activity in the area of Caernarfon/Llyn Peninsula including ‘live’ HM Coastguard tasking. Following the Assessment Meeting, the CAA confirmed that documents would be published together with minutes of the meeting on the CAA website. CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting and not a Gateway. The CAA reinforced that the sponsor was required to provide a broad description of their proposed approach to meeting the CAA’s CAP 1616 requirements, but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA’s process at this stage. The purpose of the Assessment Meeting (set out in detail in CAP 1616) was broadly:

- for the Sponsor to present and discuss their Statement of Need,
- to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process,
- to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.

Additionally, the sponsor was required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor was required to provide information on how it intended to meet the engagement requirements of the various stage of the airspace change process.

<p>Item 2 – Statement of Need (discussion and review)</p> <p>BHL - Provided further context to BHL's 'Statement of Need' in support of the development of UAS deployed in the Search and Rescue role and discussed and confirmed the project is now a joint endeavour between the Maritime and Coastguard Agency (MCA) and BHL.</p> <p>BHL - explained that both BHL UAS are now in full HM Coastguard livery as requested and approved by the MCA.</p> <p>BHL - went on to explain that in addition to current UOR airspace detailed in AIC 055/2020, the current Caernarfon complex (016/2020) was also being used to conduct limited mission sets in support of State activity on behalf of HM Coastguard although this current airspace was not optimal for live operations.</p> <p>BHL - explained this has already resulted in the UAS being deployed on a 'live tasking' by HM Coastguard in support of life saving activity in the region with positive outcomes.</p> <p>CAA - Acknowledged that the TDA approved to satisfy the UOR had been established in support of a state requirement to support the impact of COVID-19 on the delivery of SAR related operations in that area.</p> <p>BHL - Elaborated and explained MCA involvement and engagement was ongoing and expanding with their full support.</p> <p>CAA – Confirmed BHL's proposal does fall within the scope of the formal airspace change process and agreed to continue with the meeting.</p>	<p>CAA/BHL</p>
<p>Item 3 – Issues or opportunities arising from proposed change</p> <p>Opportunities</p> <p>CAA – extended an opportunity to Bristow to give an overview of future plans.</p> <p>BHL- Gave an overview of current flying activity in support of UAS evaluation in the SAR role and its wider potential application for other government departments (OGD).</p>	<p>CAA/BHL</p>

BHL – Explained the involvement of the MCA, its commitment to the BHL UAS project and exploring unmanned technology as a potential complementary, declared asset within current and future UK SAR capability.

BHL- Recently commenced limited, 'live' UAS operations on behalf of HM Coastguard providing opportunity for UAS to complement SAR(H) in the region.

BHL - Gave detail on further aspirations to offer opportunity for wider airspace integration trials using ADS-B integrated with UAS detect and avoid. BHL proposed successful completion of such trial activity may allow for future airspace flexibility to support more dynamic basing and deployment options for UK SAR UAS.

Issues

BHL – indicated that prior to the release of 'Policy for Permanently Established Danger Areas and Temporary Danger Areas' a proposal had already been completed and submitted regarding the proposed revisions to the Caernarfon Complex. This was submitted using the legacy CAP722/CAP1616 hybrid process.

BHL - informed the CAA that this proposal was widely accepted by previously engaged stakeholders including RAF Valley, DAATM and Caernarfon Airport. Supporting evidence in this regard formed part of the previous submission provided to the SARG.

BHL – Informed the CAA that a cessation of joint MCA/BHL UAS activity including flights under HM Coastguard tasking was a likely outcome should extension not be possible to 016/2020 to allow time for BHL work through the new TDA process for the updated complex.

<p>Item 4 – Options to exploit opportunities or address issues identified</p> <p>CAA – Reinforced TDA policy, indicating a temporary structure would normally only last for a maximum of 90 days and any further request would generally require an airspace change proposal. An initial temporary change lasting 90 days can be extended in certain circumstance, CAA however noted that the structure in question had already received a 90-day extension due to the effects of COVID-19.</p> <p>CAA – Explained that airspace created in reaction to a ‘State Requirement’ was dealt with on a case by case basis and is not considered through the CAP1616 process, although where possible engagement may inform a resultant solution.</p> <p>CAA – Acknowledge previous BHL work and engagement under the legacy CAP722/1616 format could be used as supporting evidence to inform the approach for engagement on this ACP.</p> <p>CAA – Highlighted CAP 1930 Testing Novel Technology in UK Airspace: A Guide for Innovators may be an avenue BHL/MCA wish to explore in the future in support of innovative UAS activity particularly with regard to some of their aspirations noted above.</p>	<p>CAA</p>
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<p>Item 5 – Provisional indication of the scale level and process requirements*</p> <p>CAA – Outlined process in line with temporary Airspace Change process outlined in CAP 1616 .</p> <p>BHL – Communicated this process closely mirrors that of our previous TDA submissions .</p> <p>BHL – Suggested a ‘final round’ of stakeholder engagement could be undertaken to include any other stakeholders the CAA may deem appropriate to this application.</p> <p><i>* When the sponsor submits their gateway materials for each Gateway at the agreed submission deadline, the period between this and the gateway decision will be an analysis by the CAA Airspace Regulatory team (Airspace Regulation) of the documentation submitted, for the purposes of making a recommendation to the CAA Gateway decision maker(s). In conducting the gateway assessment, the CAA is assessing the process employed and its compliance with the guidance stipulated within CAP1616. It is not an assessment of the merits of the submission itself, which is reviewed at Stage 5 - Decision. We may request documentation from the sponsor that is referred to in the gateway submission but has not been provided as part of the Gateway submission materials. We may also request the sponsor to provide information by way of clarification relating to statements or assumptions made in the submission. Any further information sought by Airspace Regulation at this stage is for clarificatory purposes and is only for determining compliance with the CAP 1616 process.</i></p> <p><i>In any instance where a sponsor has not met the requirements of the process, we will inform them after the gateway decision and advise of next steps.</i></p>	<p>CAA/BHL</p>

<p>Item 6 – Provisional process timescales*</p> <p>BHL – Due to the previous completion of stakeholder engagement and the consequent submission of our new proposal under the CAP 1616 process, BHL proposed this previous work is amended appropriately and re-submitted for consideration under the new system.</p> <p>CAA – Informed Bristow that this application would follow the CAP 1616 process and may be able to use the previous engagement as supporting evidence within that submission. This could support a proposal to scale the process however effective engagement would be required to be demonstrated. **</p> <p>BHL – Hope that previous stakeholder engagement indicating broad acceptance of the amendments to the Caernarfon Complex would enable the AIC release to coincide with the expiry of AIC 016/2020 on 02/08/2020. ***</p> <p><i>* The provisional timeline put forward at this assessment meeting will be subject to change by the CAA. This will currently mainly be for two reasons;</i></p> <ol style="list-style-type: none"> <i>1. The SoS has directed us to prioritise GNSS applications which may have an impact on your ACP if we need to direct resource accordingly</i> <i>2. The FAS(S) masterplan requires proposals within that plan to be progressed in a coordinated way, in accordance with a programme plan. Once this masterplan has been accepted by us, it may require us to rearrange Gateway bookings to achieve coordination which may include changing a gateway slot that you have previously been targeting.</i> <p>**After meeting Note – CAA awaiting confirmed proposed timelines for submission and engagement</p> <p>*** After meeting note – The request for an extension to the existing complex which was due to expire on the 02/08/2020 was considered separately and was not approved. This does not prevent BHL from continuing this application. This does not affect the status of the complex established in support of COVID-19 operations</p>	<p>CAA/BHL</p>
<p>Item 7 – Next steps</p> <p>BHL – resend all previous documentation and stakeholder engagement in relation to the UAS project and Caernarfon TDA complex update for review.</p> <p>CAA – will review and advise on an appropriate course of action.</p>	<p>CAA/BHL</p>

Item 8 – Any other business N/A CAA –meeting adjourned with thanks.	CAA/BHL
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Actions arising from Bristow Helicopters Ltd (BHL) TDA assessment meeting.

Subject	Name	Action	Deadline
CAP 1616	■	Forward guidance on new portal process	
Previous submission	■	Forward all documentation relating to previous submission under CAP 722/1616	
Minutes	■	Compile and forward for review	
Submission Timelines	BHL	To submit proposed timelines for application	

Bristow Helicopters Ltd

ACP Sponsor